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IMAGERY
ANALYSIS
DIVISION

PIR

PHOTOGRAPHIC INTELLIGENCE REPORT

[REDACTED]
STATUS OF NORTH VIETNAMESE RAILROADS

25X1

Declass Review by NIMA/DOD

Report No. 19
CIA/PIR 75066

DATE December 1966

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GROUP 1
Excluded from automatic
downgrading and declassification

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PREFACE

This report summarizes significant items of photo intelligence relating to the North Vietnamese railroad system which has been developed from available photography (received by the CIA Imagery Analysis Division) during the period indicated on the cover. This report is intended to provide a comprehensive view of the railroad system and does not necessarily reflect the most recent status changes as reported by pilots' reports or field photo intelligence cables.

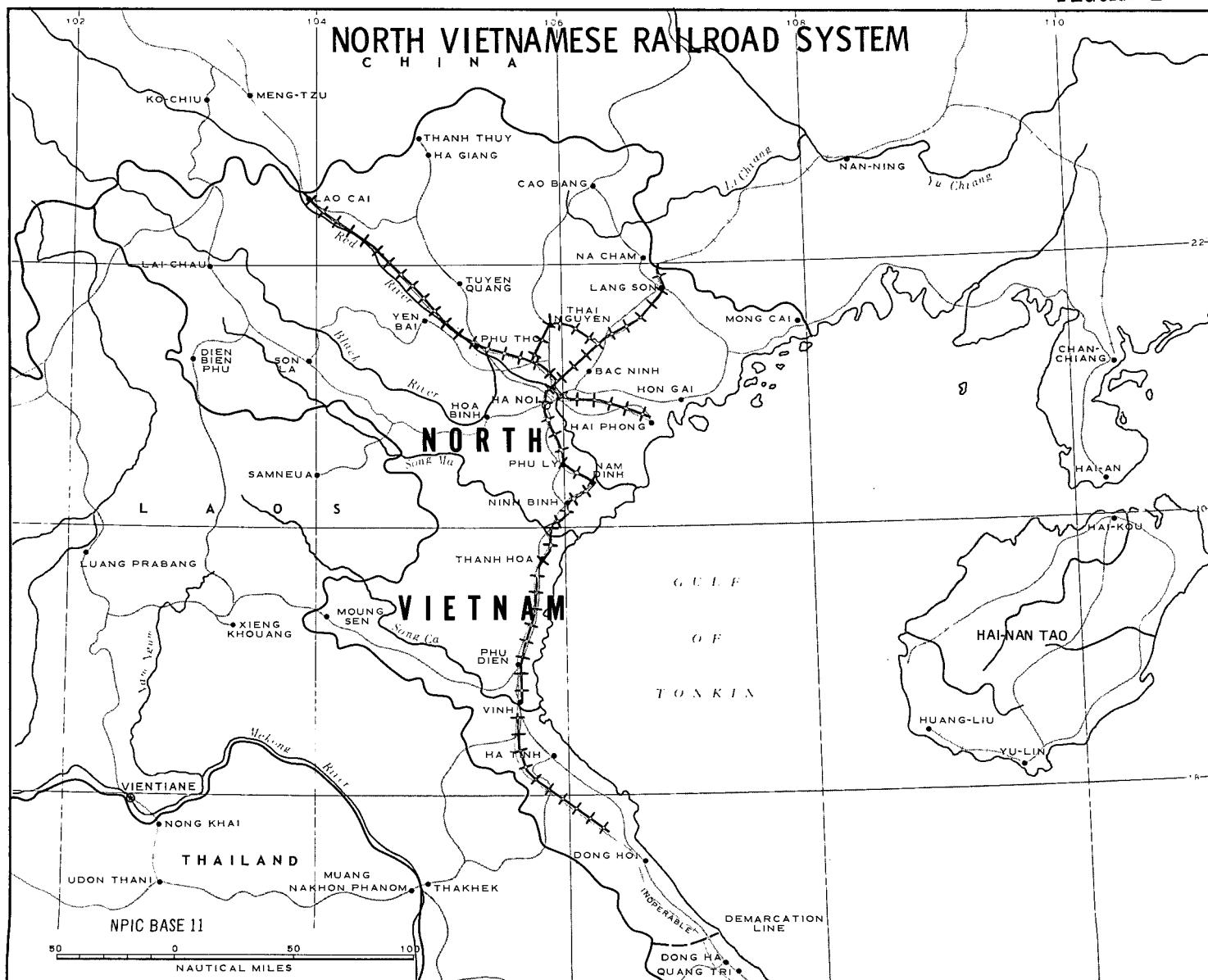
The railroad system has been broken down into 5 major lines: the Hanoi/Lao Cai Line, the Hanoi/Dong Dang Line, the Hanoi/Haiphong Line, the Hanoi/Dong Hoi Line and the Thai Nguyen Line (Figure I). Annotated maps and photos are used to show the status of each line.

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FIGURE 1



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SUMMARY

That portion of the Hanoi/Lao Cai Rail Line observed on interpretable photography is now open to through traffic with the exception of the Viet Tri crossing. The North Vietnamese continue to attempt to reopen the Hanoi/Vinh segment of the Hanoi/Dong Hoi Rail Line; 4 bridges were reopened and 2 bridges were newly interdicted. Portions of the Hanoi/Dong Dang and Hanoi/Haiphong Rail Lines covered by interpretable photography were open to through traffic.

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Hanoi/Lao Cai Rail Line	Page 4
Hanoi/Dong Dang Rail Line	6
Hanoi/Dong Hoi Rail Line	14
Hanoi/Haiphong Rail Line	30
Thai Nguyen Rail Line	31

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FIGURE 2

KEY

All maps within this report have been based on the following manner:

- Main bridge destroyed - new unconstructible
- Bypass bridge or bridge unconstructible
- Main bridge unconstructible
- All bridge crossing facilities unconstructible
- Bypass bridge under construction
- Original bridge has not been destroyed or destroyed based on available photography
- (Extent of rail line covered by available, interpretable photography)
- (Lines of interest, turn to the line number within the section for further information)

All intelligence developed within the reporting period is printed in red; other intelligence is printed in black.

Description of Bridges numbered 1 through 76 can be found in CIAPR 6008, August 1965.

HANOI - LAO CAI
RAILROAD0 5
STATUTE MILES

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ITEM OF INTEREST NO. 1: Hanoi/Lao Cai Rail Line

NAME : Lang Kay RR. Bridge

BE :

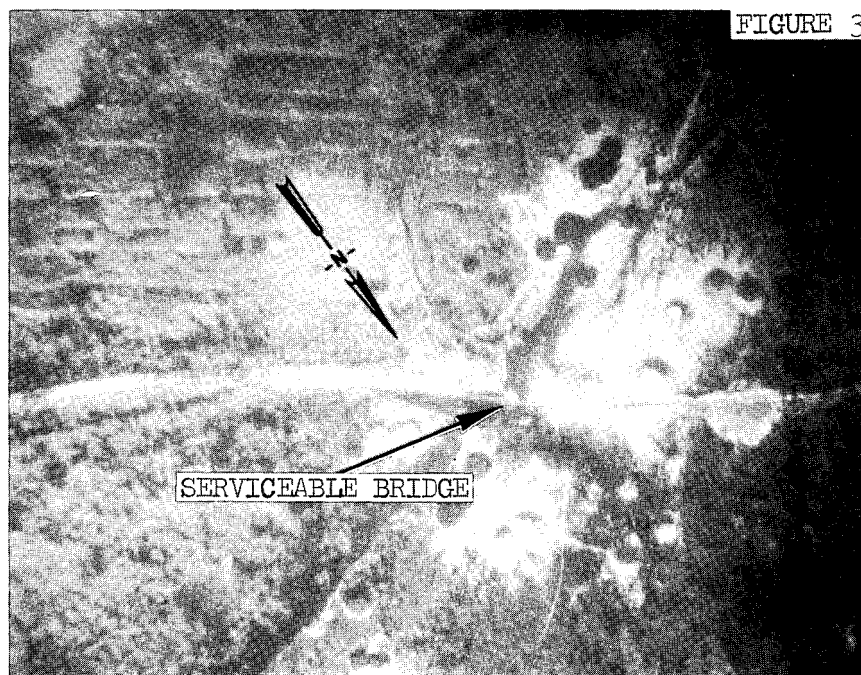
COORDINATES : 22 03N - 104 29E, VK 472394

PHOTO REFERENCE :

MAP REFERENCE : JOG (A) 1501, NF 48-6

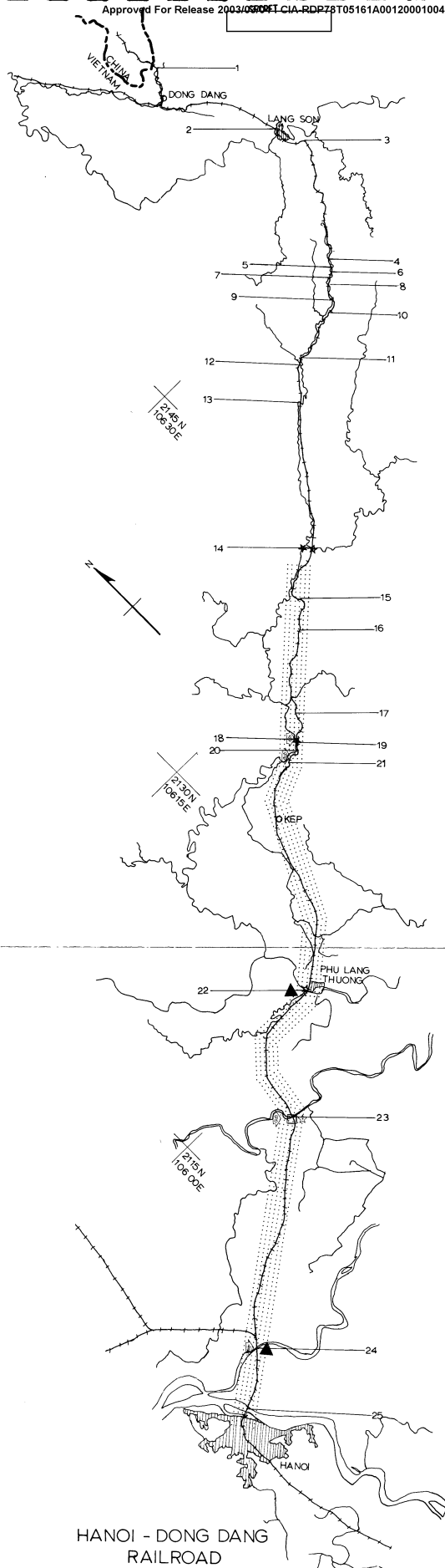
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The four-span, deck-type Lang Kay Railroad Bridge has been repaired and is serviceable.



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KEY

- All maps within this report have been keyed to the following manner:
- Main bridge located - now serviceable.
 - Bypass bridge or bridge serviceable.
 - Main bridge unserviceable.
 - All bridge crossing facilities unserviceable.
 - Bypass bridge under construction.
 - Original bridge has not been damaged or destroyed based on available photography.
 - (Cont'd of all line covered by available, incorporate photography.
 - New or altered. Turn to the data number within the section for further information.
- All intelligence developed within the reporting period is printed in red; other intelligence is printed in black.
- Description of bridges numbered 1 through 25 can be found in CIAPR 8884, August 1965.

HANOI - DONG DANG
RAILROAD

0 5 10
STATUTE MILES

RAILROAD
STREAMS
BRIDGE NO. & LOCATION

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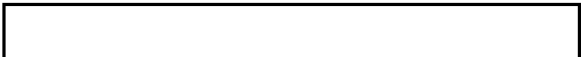
25X1

ITEM OF INTEREST NO. 1: Hanoi/Dong Dang Rail Line

NAME : Construction

BE : NA


COORDINATES : 21 05N - 105 55E, WJ 964320

PHOTO REFERENCE : 

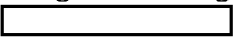
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MAP REFERENCE : JOG (A) 1501, NF 48-11

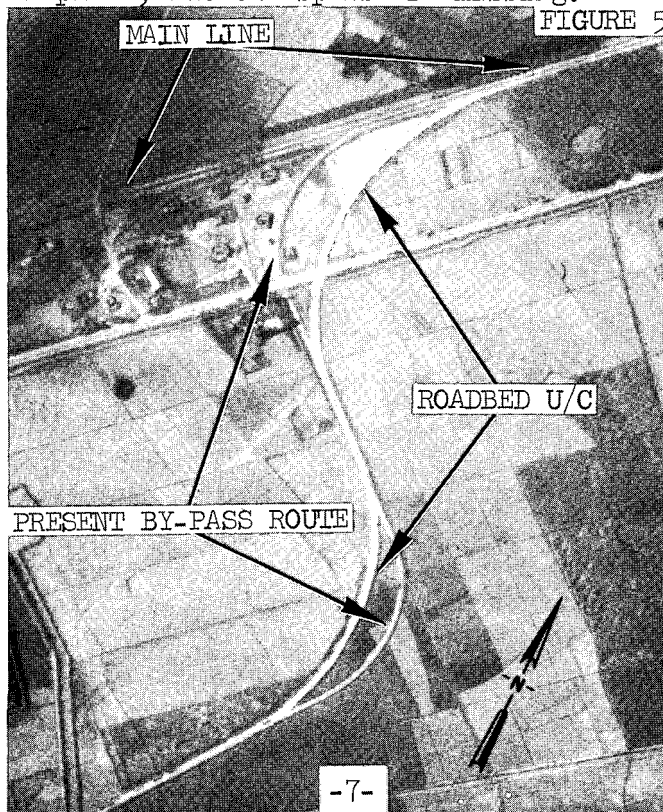
DOCUMENTS : CIA/IAD Cable, CIA-P-167

A particularly sharp set of curves on the by-pass route around the Hanoi Railroad and Highway Bridge over Canal Des Rapides  is being realigned to lessen the curvature of the roadbed. This may indicate an attempt in the near future to extend dual gauge track from its present terminus at Kep (21 24N - 106 17E) toward Hanoi.

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The by-pass bridge was originally observed under construction on photography dated  but it has never been completed. All of the piers are in place, but the spans are missing.

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ITEM OF INTEREST NO. 2: Hanoi/Dong Dang Rail Line

NAME : Dap Cau RR. and Hwy. Bridge

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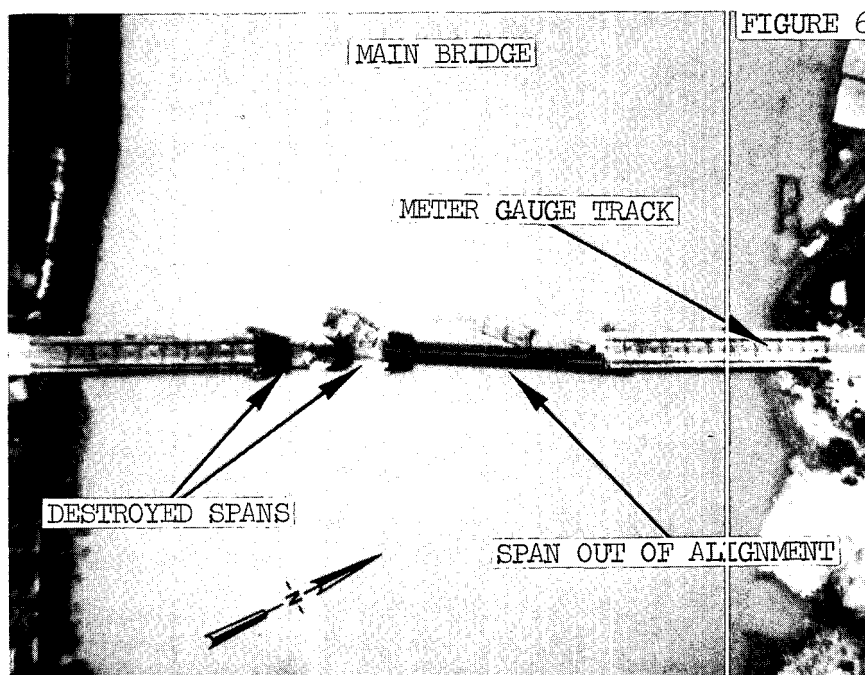
BE :

COORDINATES : 21 12N - 106 05E, XJ 135450

PHOTO REFERENCE :

MAP REFERENCE : JOG (A) 1501, NF 48-11

The 80' swing span (i.e., two 40' sections) of the Dap Cau Railroad and Highway Bridge has been destroyed and one 140' deck section is out of alignment (Figure 6). The 8-span, deck-beam by-pass bridge west of the main bridge is now serviceable. One span has been temporarily removed and is located on a large raft to the west of the bridge. No attempt has been made to conceal this span. This deception technique also permits free navigation of the river, while the bridge may be used for rail traffic when it is needed. There is no evidence of dual gauge (i.e., meter and standard gauge) track in the vicinity of this river crossing.

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FIGURE 7

MISSING SPAN

REMOVEABLE DECK
SECTION ON RAFT

METER GAUGE TRACK

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ITEM OF INTEREST NO. 3: Hanoi/Dong Dang Rail Line

NAME : Rolling stock

BE : NA

COORDINATES : 21 26N - 106 20E, XJ 393707

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PHOTO REFERENCE :

MAP REFERENCE : JOG (A) 1501, NF 48-11

DOCUMENTS : NPIC Briefing Board L-2318, 28 November 1966

A three-track, dual-gauge rail yard at UTM XJ 393707 was observed at approximately 60% capacity. The rolling stock of undetermined gauge consists of approximately 48 box cars, 2 probable passenger coaches, 2 flat cars (loaded), 1 probable tank car, 1 probable gondola car, and 3 unidentified pieces of equipment. In addition, 2 gondola cars and 2 box cars are located on the track by-passing the yard.

This rail yard is located near the Kep Storage Area No. 2 (UTM XJ 390701). This storage area (partially illustrated) consists of 63 large buildings and 23 smaller storage/support structures. Twenty three of the large buildings have been constructed since

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FIGURE 8

STORAGE AREA

GONDOLA CARS

BOX CARS

FLAT CARS

PASSENGER CARS

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ITEM OF INTEREST NO. 4: Hanoi/Dong Dang Rail Line

NAME : Train

BE : NA

COORDINATES : 21 28N - 106 22E, XJ 430748

PHOTO REFERENCE :

MAP REFERENCE : JOG (A) 1501, NF 48-11

A probable standard gauge train consisting of a locomotive and tender, 2 cabooses, and 13 probable canvas-covered gondola cars is stopped, facing south in a 4-track dual-gauge rail yard at UTM XJ 430748. The other 4 pieces of rolling stock in the yard are probably standard gauge flat cars.

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FIGURE 9

STANDARD GAUGE TRAIN

PROBABLE COVERED
GONDOLA CARS

DUAL GAUGE TRACK

LOCOMOTIVE

FLAT CARS

CABOSES

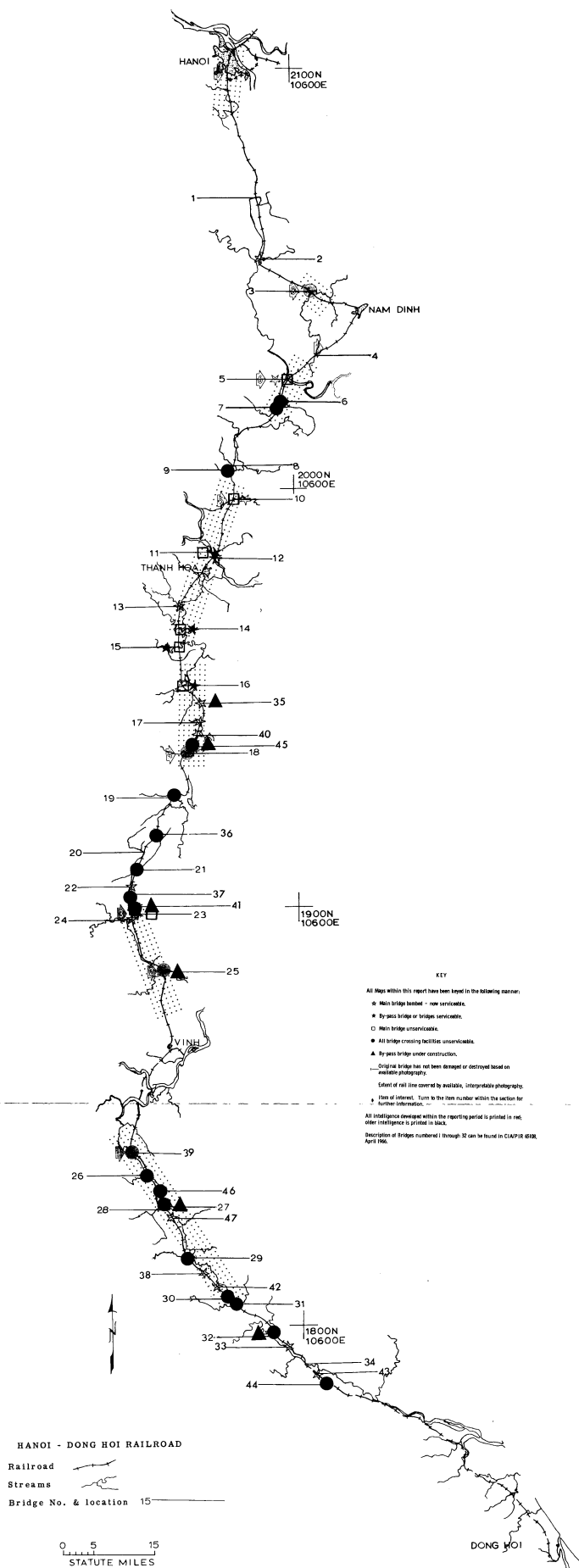
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13/03/04 : CIA-RDP76T05161A001200010001

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FIGURE 10



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ITEM OF INTEREST NO. 1: Hanoi/Dong Hoi Rail Line

NAME : Quang Te RR. Bridge

BE :

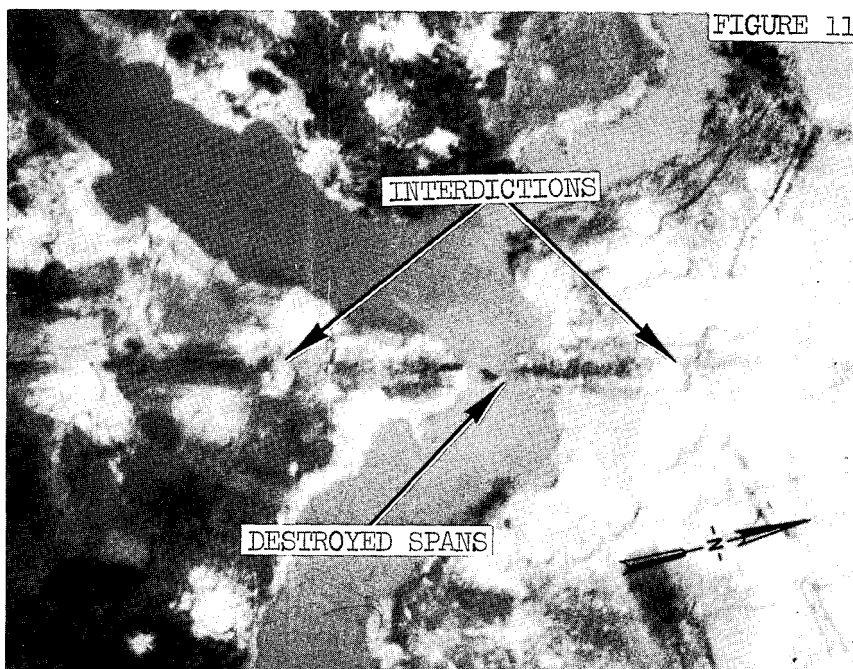
COORDINATES : 18 27N - 105 34E, WF 610400

PHOTO REFERENCE

MAP REFERENCE : JOG (A) 1501, NE 48-7

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Three spans of the 5-span, deck-type Quang Te Railroad Bridge have been destroyed and both approaches have been interdicted.



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ITEM OF INTEREST NO. 2: Hanoi/Dong Hoi Rail Line

NAME : Tam Da RR. and Hwy. Bridge

BE :

COORDINATES : 18 50N - 105 39E, WF 691839

PHOTO REFERENCE :

MAP REFERENCE : JOG (A) 1501, NE 48-7

Three spans of the multi-span, deck-beam Tam Da Railroad replacement bridge have been dropped and 2 piers have been destroyed. A by-pass bridge continues under construction to the west of the main bridge.

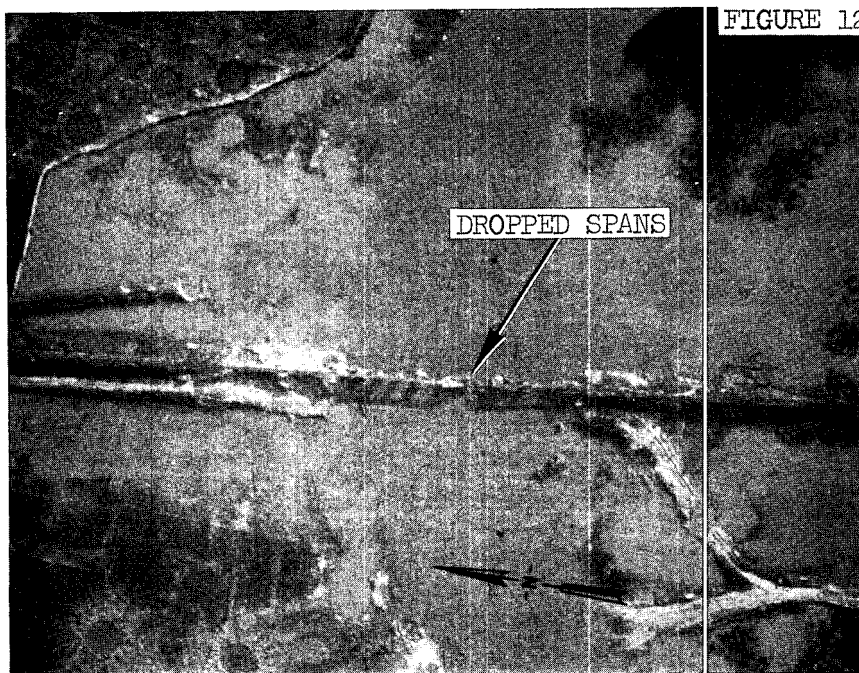


FIGURE 12

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ITEM OF INTEREST NO. 3: Hanoi/Dong Hoi Rail Line

NAME : Dien Chau RR. Bridge E By-pass No. 1

BE :

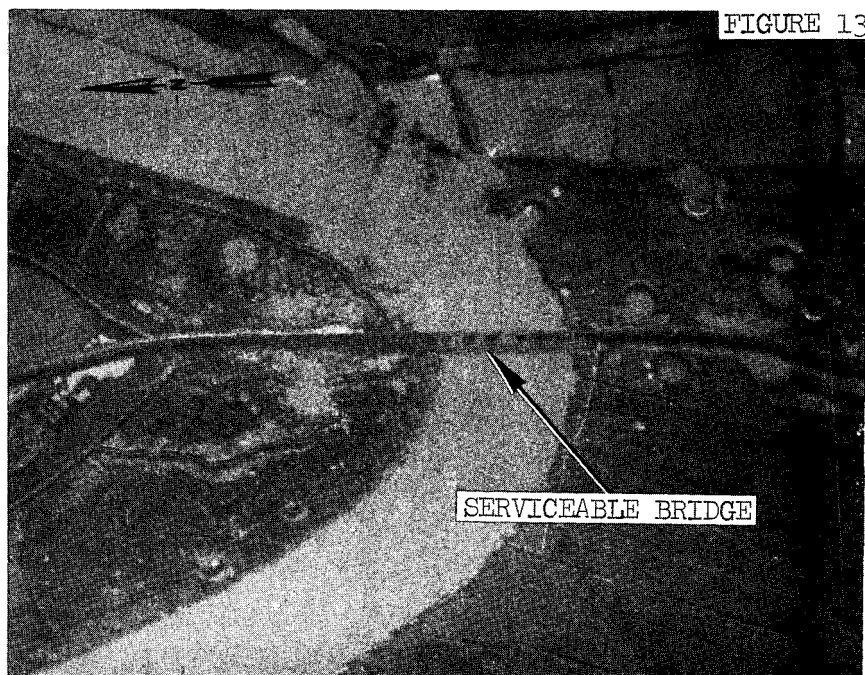
COORDINATES : 18 58N - 105 35E, WF 619980

PHOTO REFERENCE :

MAP REFERENCE : JOG (A) 1501, NE 48-7

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The multi-span, deck-beam Dien Chau Railroad Bridge E By-pass No. 1 has been repaired and is serviceable. The main bridge is destroyed.



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ITEM OF INTEREST NO. 4: Hanoi/Dong Hoi Rail Line

NAME : Dia Thuy RR. By-pass Bridge NW

BE :

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COORDINATES : 19 23N - 105 43E, WG 756418

PHOTO REFERENCE :

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MAP REFERENCE : JOG (A) 1501, NE 48-3

The multi-span, deck-beam Dia Thuy Railroad By-pass Bridge NW has been destroyed. The main bridge remains unserviceable. Another by-pass bridge is in the initial stages of construction.

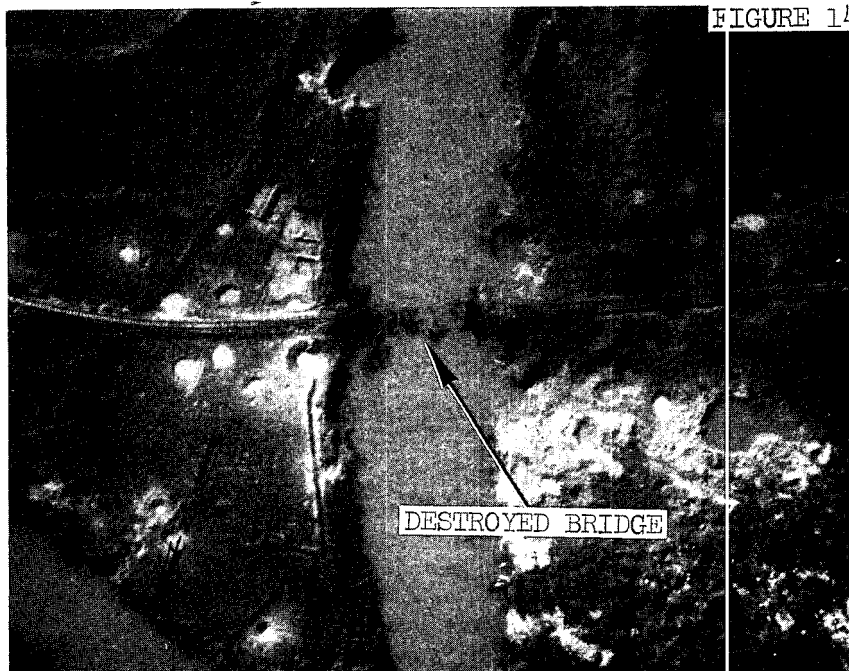


FIGURE 14

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ITEM OF INTEREST NO. 5: Hanoi/Dong Hoi Rail Line

NAME : Dong Phong Thuong RR. Bridge By-pass No. 1

BE : NA

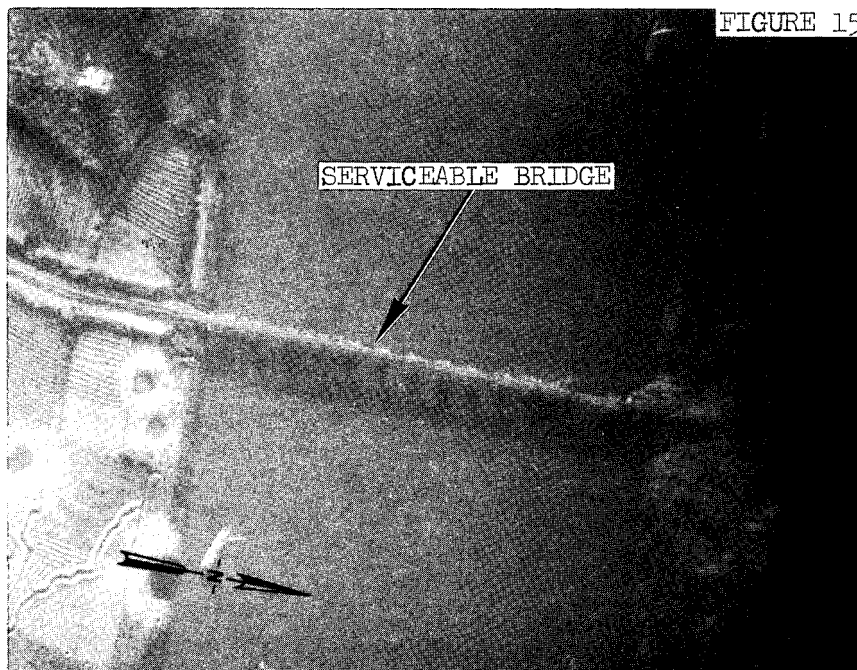
COORDINATES : 19 58N - 105 51E, WH 890090

PHOTO REFERENCE :

MAP REFERENCE : JOG (A) 1501, NE 48-3

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The multi-span, deck-beam Dong Phong Thuong Railroad Bridge By-pass No. 1 has been repaired and is serviceable. All other river crossings at this location are unserviceable.



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ITEM OF INTEREST NO. 6: Hanoi/Dong Hoi Rail Line

NAME : Ninh Binh RR. Bridge By-pass No. 1

BE : NA

COORDINATES : 20 15N - 105 59E, XH 039398

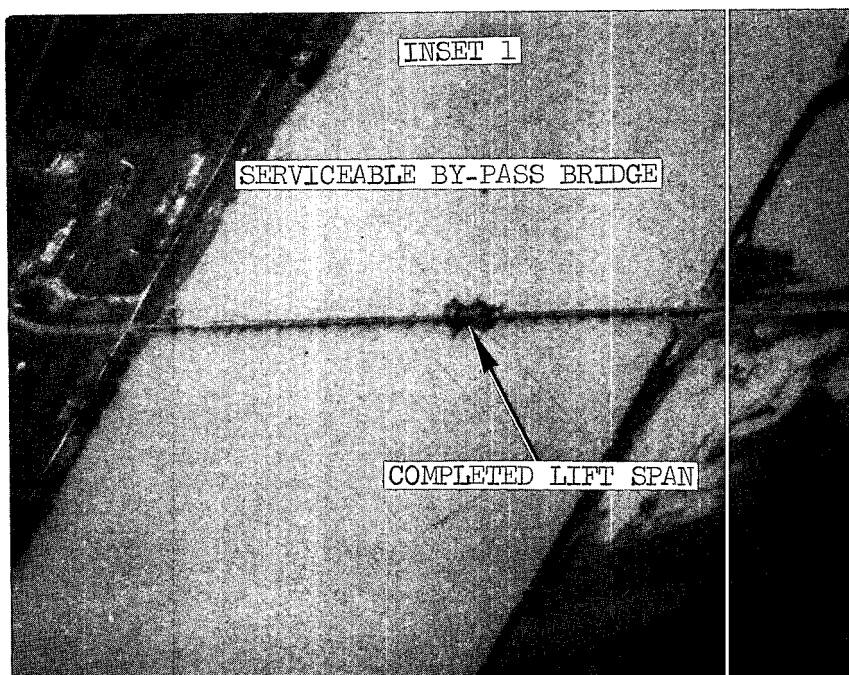
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PHOTO REFERENCES :

MAP REFERENCE : JOG (A) 1501, NF 48-15

Construction of the multi-span, deck-beam Ninh Binh Railroad Bridge By-pass No. 1 has been completed (inset 1), and the by-pass route on both sides of the river is serviceable. The lift span permits continued use of the river for navigation. A ferry crossing adjacent to the unserviceable Ninh Binh Railroad and Highway Bridge [REDACTED] at UTM XH 030405 is being modified (inset 2). The slips are being extended further into the river and may later be joined to form a second by-pass bridge. However, the presence of a rail ferry boat (inset 3) indicates that the ferry crossing is still serviceable.

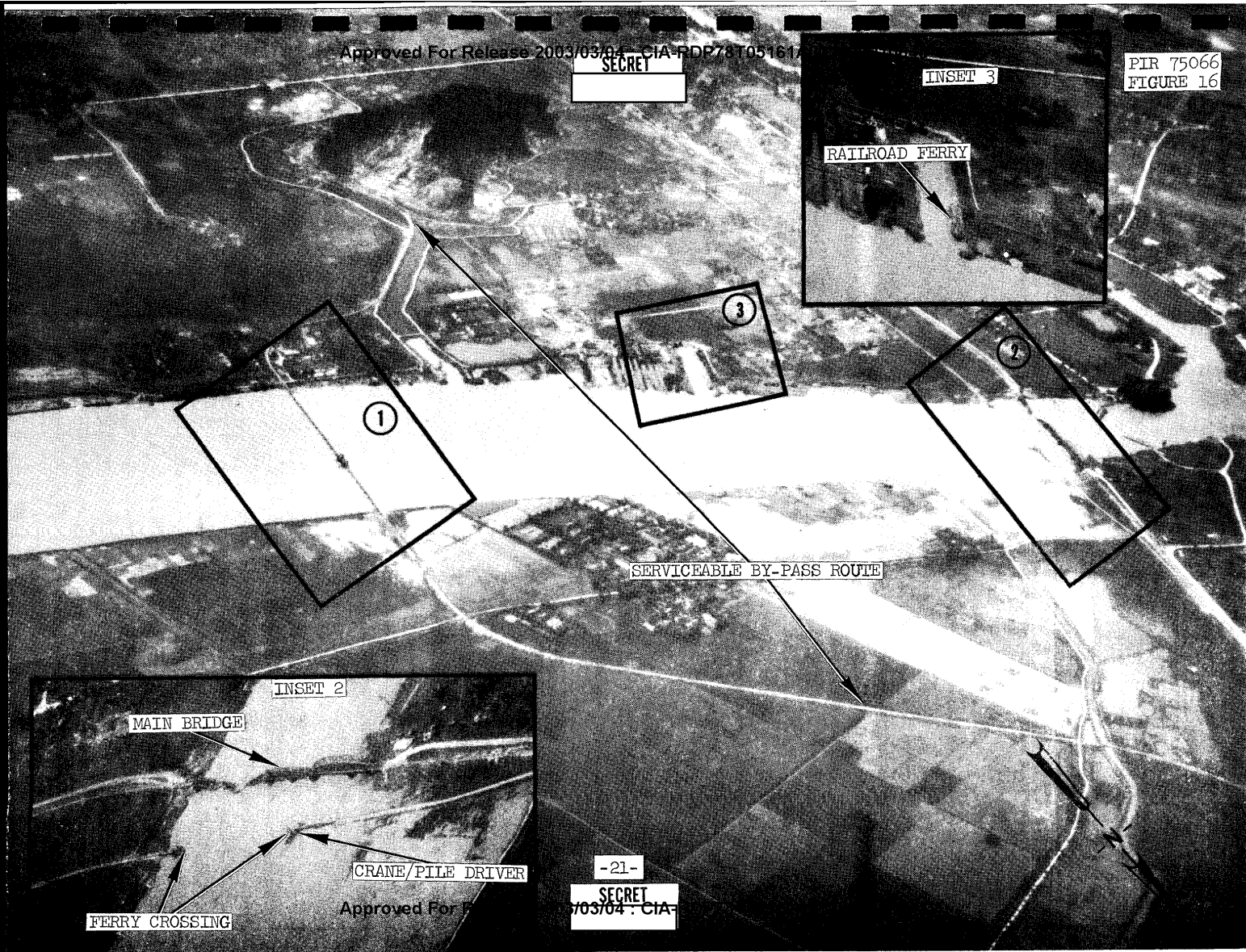
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FIGURE 16



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ITEM OF INTEREST NO. 7: Hanoi/Dong Hoi Rail Line

NAME : Locomotive and Tender

BE : NA

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COORDINATES : 20 19N - 106 05E, XH 128482

PHOTO REFERENCE :

MAP REFERENCE : JOG (A) 1501, NF 48-15

A locomotive appears to have been abandoned in a 3-track rail yard at UTM XH 128482. The cab of the engine seems to be slightly twisted, and the tender is lying in a bomb crater - probably damaged beyond repair. All rail has been removed from the track on which the locomotive is resting.

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FIGURE 17

ABANDONED LOCOMOTIVE AND TENDER

BOMB CRATER

RAIL REMOVED FROM TIES

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ITEM OF INTEREST NO. 8: Hanoi/Dong Hoi Rail Line

NAME : Cao Duong RR. Bridge

BE :

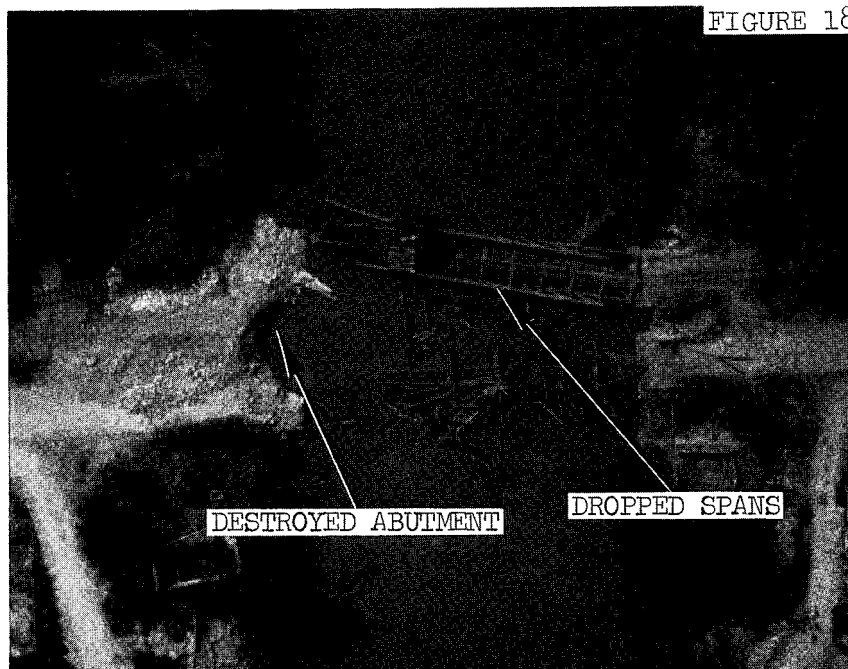
COORDINATES : 20 28N - 106 02E, XH 079643

PHOTO REFERENCE :

MAP REFERENCE : JOG (A) 1501, NF 48-15

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Both spans of the 2-span, half-through truss Cao Duong Railroad Bridge have been dropped. The pier and 1 abutment have been destroyed.



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ITEM OF INTEREST NO. 9: Hanoi/Dong Hoi Rail Line

NAME : Railroad By-pass Construction Activity

BE : NA

COORDINATES : 20 59N - 105 54E

PHOTO REFERENCE :

MAP REFERENCE : JOG (A) 1501, NF 48-11 and 15
Series L701, Sheets 6173I and 6174II

DOCUMENTS : Southeast Asia Activity Report, NPIC/R-381/66,
Summary No. 29

A 6.5 nm railroad by-pass is currently under construction between a point on the Hanoi/Dong Hoi Rail Line 3 nm south of Hanoi at UTM WJ 878192, and a point on the Hanoi/Haiphong Rail Line 6 nm east of Hanoi at UTM WJ 963252 (Figure 19). Initial grading has been completed along the entire rail alignment and probable ballast has been laid at both ends of the by-pass (insets 1 and 7). Two small railroad bridges are under construction at UTM WJ 982189 and 903197 (insets 2 and 3) and a railroad ferry complex on the Red River is under construction at UTM WJ 940938 (insets 4 and 6). Two ferry approaches are under construction on either bank of the river and adjacent earth scarring activity on the north bank of the river indicates additional unidentified railroad associated construction activity. A probable boat repair/construction facility is located immediately east of the southern railroad ferry approaches at UTM WJ 933215 (inset 5).

The significance of this by-pass is that (1) it will provide a by-pass for all North Vietnamese lines around Hanoi and (2) it will provide an alternate river crossing over the Red River in addition to the critical Hanoi Railroad and Highway River over the Red River [REDACTED] immediately north of Hanoi.

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FIGURE 19



RAILROAD BY-PASS CONSTRUCTION

① Photo Inset-see the following pages

--- Roadbed Alignment

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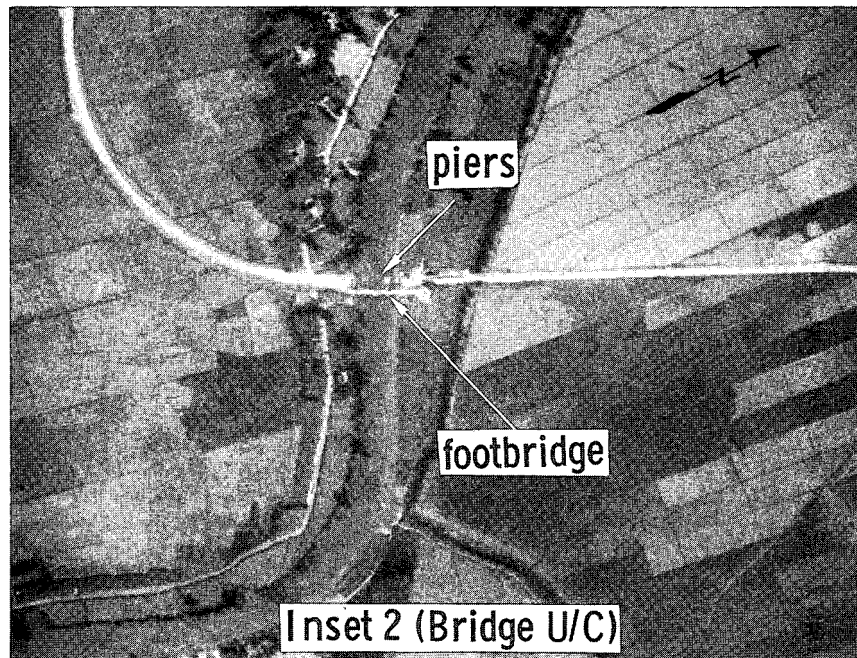
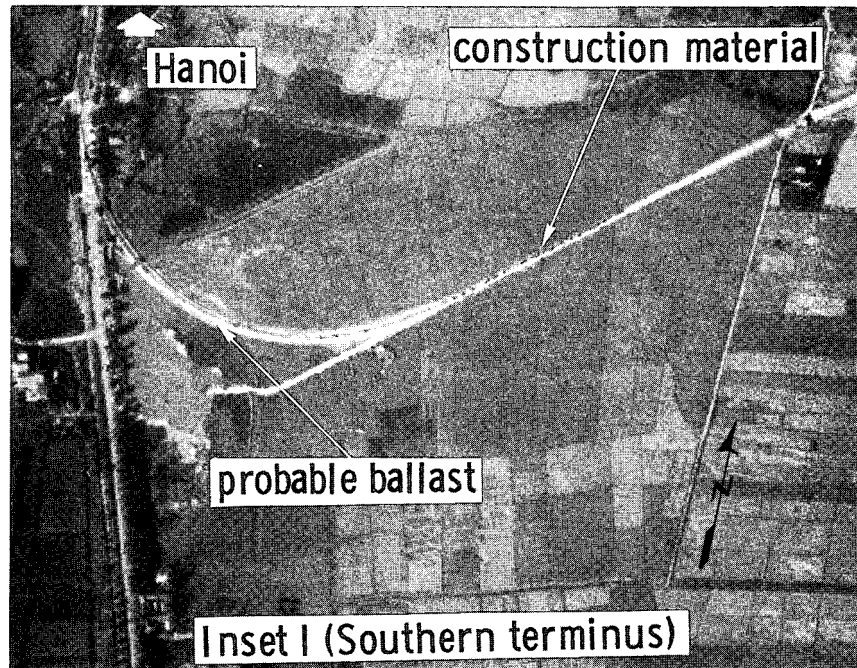
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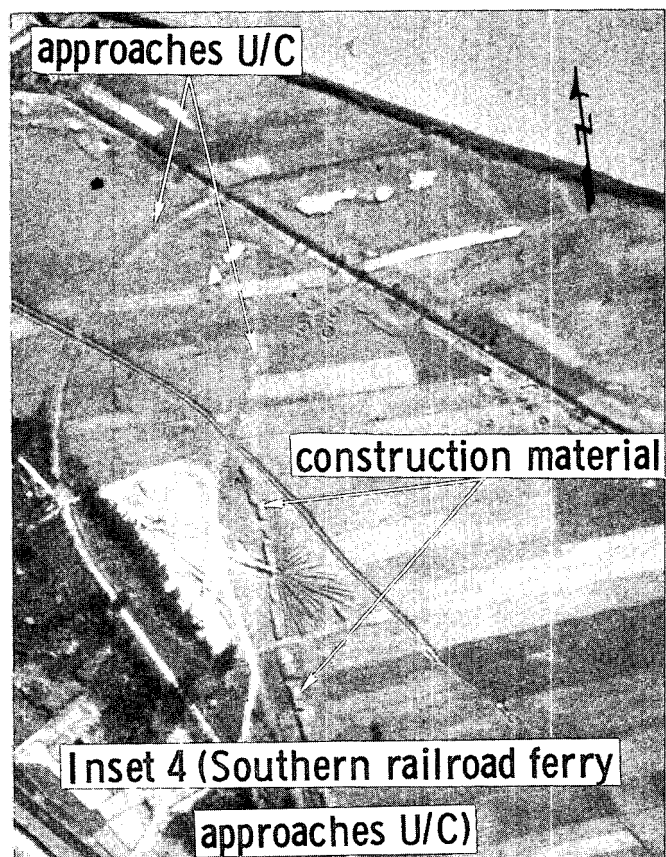
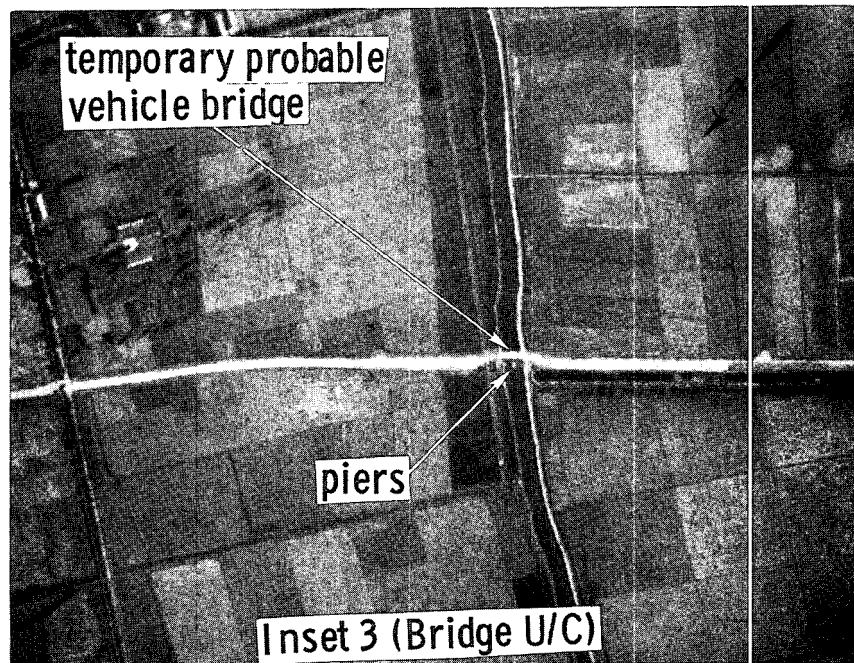
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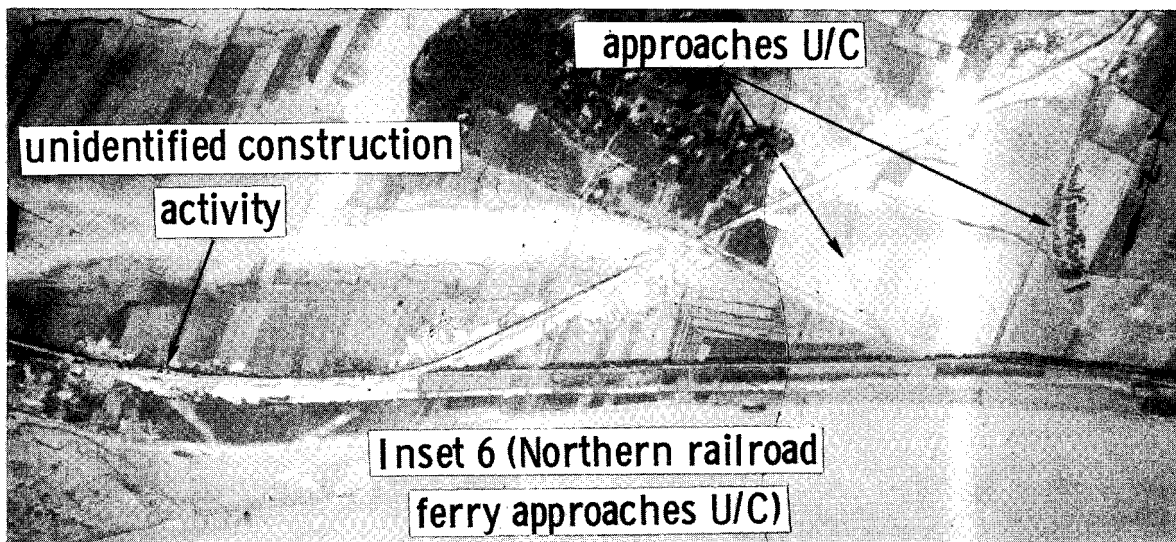
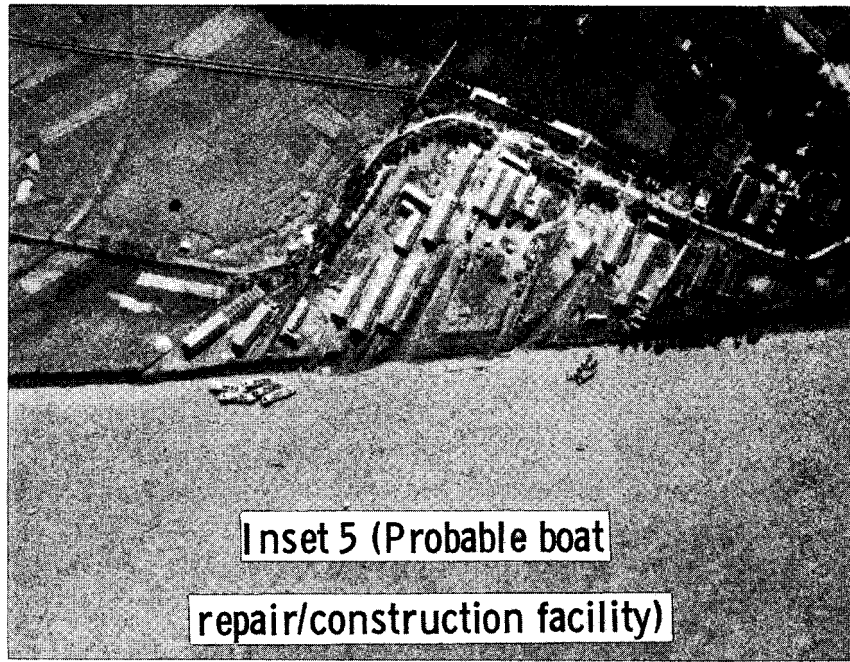
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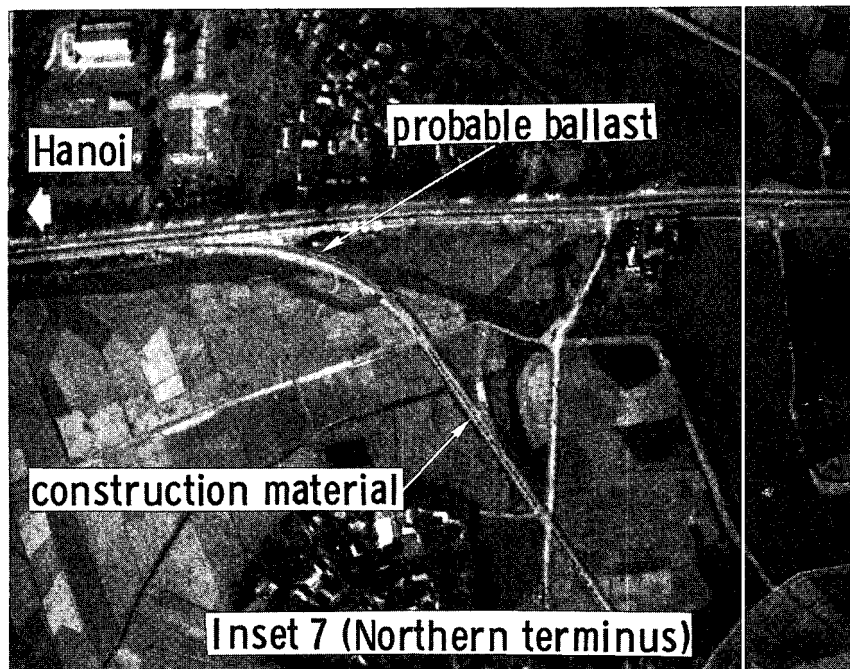
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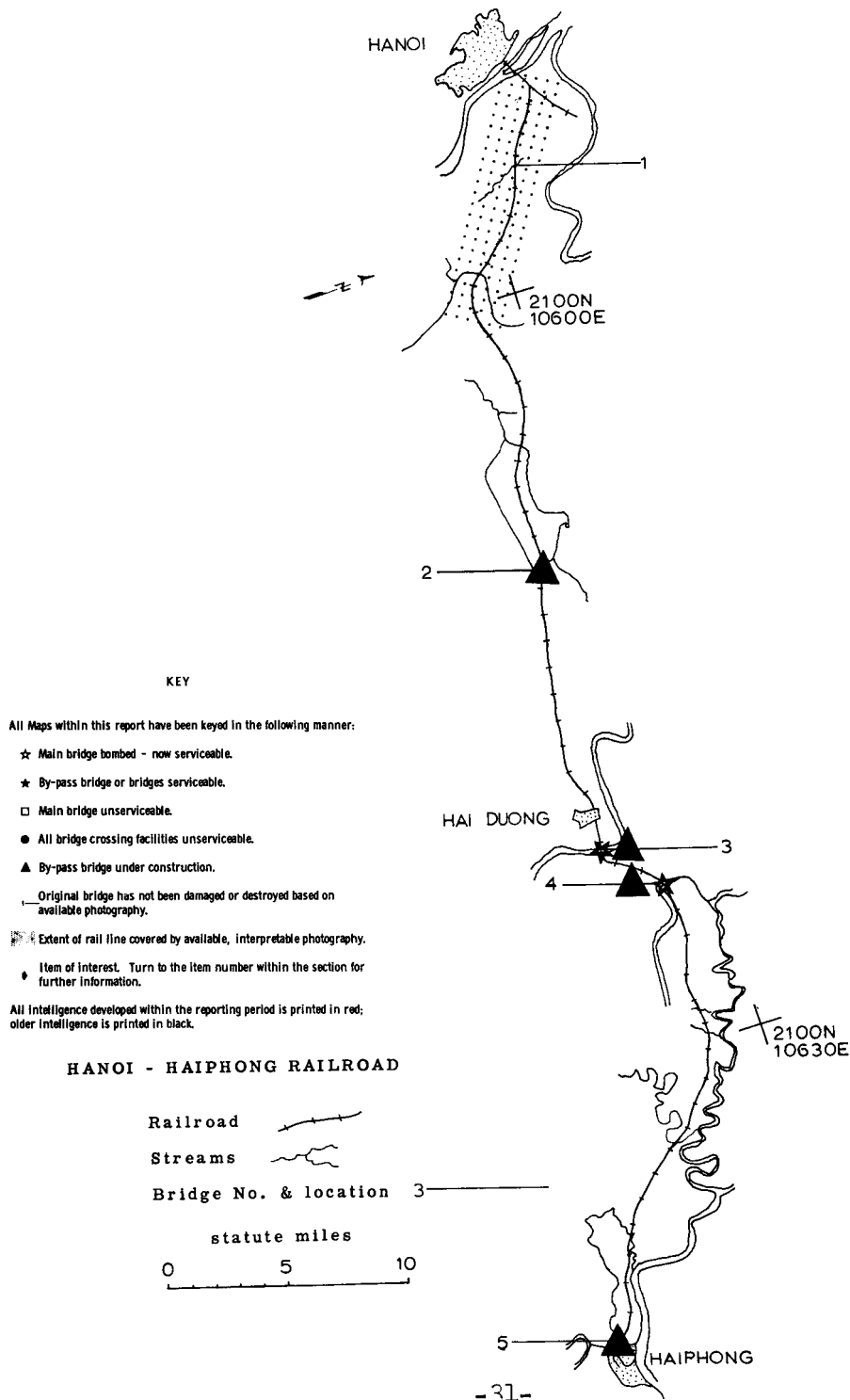


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FIGURE 20



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FIGURE 21

KEY

All Maps within this report have been keyed in the following manner:

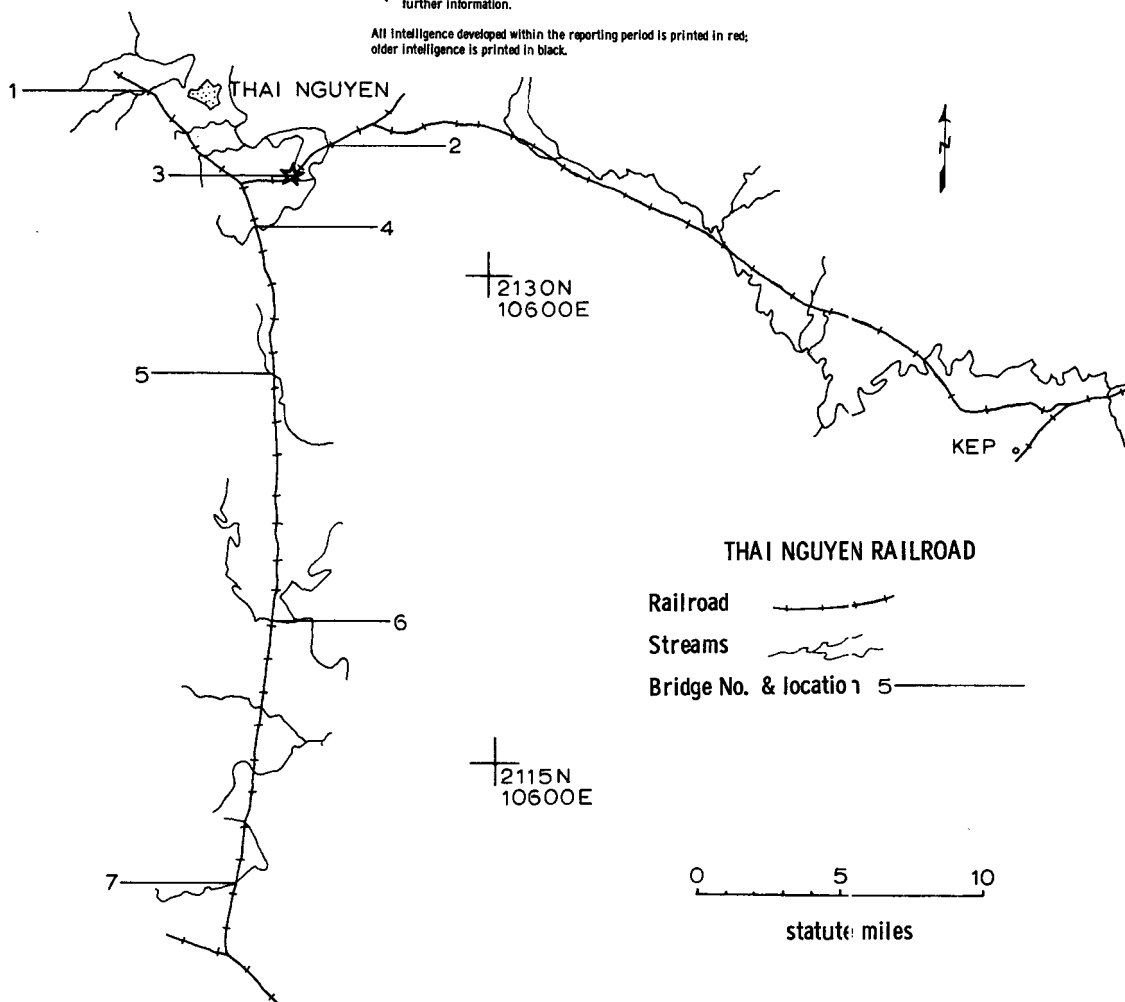
- ☆ Main bridge bombed - now serviceable.
- ★ By-pass bridge or bridges serviceable.
- Main bridge unserviceable.
- All bridge crossing facilities unserviceable.
- ▲ By-pass bridge under construction.

— Original bridge has not been damaged or destroyed based on available photography.

— Extent of rail line covered by available, interpretable photography.

● Item of Interest. Turn to the item number within the section for further information.

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